

THE China Mail.

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HONGKONG, MONDAY, NOVEMBER 30, 1891.

八九月十年卯辛

PRICE, \$2 PER MONTH.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSAILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, KAVRE AND BORDEAUX.

ON WEDNESDAY, the 2nd December, 1891, at Noon, the Company's Steamship NATAL, Commanded by Captain N. A. M. BURTON, with MAIL, PASSENGERS, SPREIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marsailles, and accepted in transit through Marsailles for the principal ports of Europe.

Shipping Orders will be taken at all

Chambers, and will be despatched as above on WEDNESDAY, the 2nd December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 26, 1891. 2216

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DAEWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship TAIYUN, R. N. R., Commander, will be despatched as above on THURSDAY, the 3rd December.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPAUX, Agent.

Hongkong, November 19, 1891. 2160

CANADIAN PACIFIC RAILWAYS ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India Tuesday 5th Dec.

Empress of Japan Tuesday 5th Jan.

Empress of China Tuesday 1st Feb.

The R. M. S. "EMPEROR OF INDIA," 5,000 tons, Captain O. P. MARSHALL, R. N. R., sailing at Noon, on TUESDAY, the 1st December, with Her Majesty's Mail, will proceed to YANKEE, CHANG-HAI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE (In Mexican Dollars). From HONGKONG, FIRST CLASS.

TO PREPAID RETURN

4 12 Mac Mac

Vancouver, Victoria, Esquimalt, New Westminster, B.C. 225 338 394

Port Townsend, Seattle, Tacoma, Wash. 276 413 452

Portland, Ore., San Fran- 235 428 499

Banff, Jasper, Alberta. 255 383 487

Winnipeg, Manitoba. 276 413 452

Minneapolis, St. Paul, Minn. 235 428 499

Chicago, Ill., Kansas City, St. Louis, Mo. 205 443 517

Milwaukee, Wis. 205 443 517

Detroit, Mich., Cincinnati, Cleveland, Columbus, O. 205 443 517

Hamilton, London, Toronto, Ont. 305 458 534

Buffalo, Niagara Falls, N.Y. 320 570 650

Kingston, Ottawa, Ont., Montreal, Quebec, Que. 340 580 660

New York, Albany, Troy, Rochester, N.Y. 310 465 543

Baltimore, Md., Philadel- 310 465 543

phia, Pittsburg, Pa., Wash- 325 480 560

Montreal, D.G. Boston, Mass., Portland, Me., 325 480 560

Halifax, N.S., St. John, N.B. 325 480 560

Liverpool, Liverpool via 320 570 650

Paris via Liverpool and London. 340 580 660

Haven, via Liverpool. 340 580 660

Bremen, Hamburg. 340 580 660

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer Fare and Rates to other places, quoted application.

The Steamers call at Victoria to land and embark Passengers.

Passenger Tickets. Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarkation at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$387.50

12 months \$383.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

On—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. C. Brown, Agent General, Hongkong, and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, November 11, 1891. 212

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony will

materially aid the SKYLINE of the COLLEGE by forwarding to the Asian

Memorial Hospital.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JOHN C. THOMSON,

Hon. Sec. to the College.

Hongkong, February 25, 1891.

AGENTS FOR THE CHINA MAIL.

PRICE, \$2 PER MONTH.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

London:

Head Office, 49, Threadneedle Street,
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives Money on Deposit,
Bills and Bills of Exchange,
Letters of Credit; forwards Bills for
Collection, and Transacts Banking and
Agency Business generally, on terms to a
had on application.

E. W. RUTTER,
Manager.

Hongkong, August 19, 1891. 1362

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPO-
RATION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3% PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4% PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,

F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1515

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND 5,300,000.
RESERVE LIABILITY OF \$10,000,000.
PROFITS

COURT OF DIRECTORS:—
J. S. Morris, Esq., Chairman.
S. C. Michaelson, Esq., Deputy Chairman.
T. E. Davies, Esq., Alex. McConachie,
G. J. Holiday, Esq., L. Poensack, Esq.,
H. Hopkins, Esq., I. A. T. Sasso, Esq.,
Hon. J. J. Kewell, D. R. Sasso, Esq.,
Chief Manager:—
F. DE BOVIS, Esq.,
Manager:—
J. P. Wade Gardner, Esq.,
London Bankers—London and County
Banking Co. Ltd.

HONGKONG—INTEREST ALLOWED.
One Current Account at the rate of 2
percent per annum on the daily balance
up to \$400,000.
On Fixed Deposits
For 6 months 3% per cent. per annum.
" 12 " 4% " up to
" 12 " 4% " in excess of \$200,000.

HONGKONG—INTEREST CHARGED.
5% on LOANS against Shares with full
margin.
8% on Advances against Goods in neutral
godowns.
7% on Current Account Overdrafts.
7% on Advances against Goods in private
godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, August 10, 1891. 1517

WING HONG,

TAILOR, DRAPER & OUTFITTER,
JUST RECEIVED

A LARGE STOCK OF
FANCY FLANNELS, SERGES, SCOTCH
TWEEDS, CHINESE SILKS.

ALL KINDS OF
WINTER WOOLEN CLOTHS ON HAND.

SELLING AT LOWER PRICES,
S. also,
BEST TAILOR WORK & PERFECT
GUARANTEED.

Please call in and try.

68, Queen's Road Central. 2050

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES
FOR GENTLEMEN RESIDENT BOARDERS
at Kowloon, Victoria View.

Hongkong, July 18, 1891. 1388

MIKE COAL MINING
COMPANY.

(Largest Collieries in Japan.)

THE Undersigned are always prepared

to SUPPLY with MIKE COAL,
BUNKERS of STEAMERS in any place
in the Harbour at short notice. FRESH

COAL always on hand and therefore

QUALITY GUARANTEED.

Contract for Supplies for Six Months or

longer can be arranged, and for Prices and

Terms, apply to

MITSUBUSSAN KAISHA,
Sole Agents.

No rates of interest for other periods

except on Goods in Neutral Godowns.

Interest on Current Account on Fixed Deposit—

Interest for 12 months 5%

" 6 " 6 " do " 4%

" 3 " 3 " do " 3%

Current Accounts 3%

The BANK is now prepared to make

arrangements on Current Account on Fixed Deposit—

Interest for 12 months 5%

" 6 " 6 " do " 4%

" 3 " 3 " do " 3%

Current Accounts 3%

To-day's Advertisements.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN of 1886.

24th INTEREST.

INTEREST DUE on BONDS of this LOAN will be PAYABLE at the OFFICES of the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st December, 1891.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
F. DE BOVIS,
Chief Manager.
Hongkong, November 30, 1891. 2227

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship *Flintshire*, Captain Duxwey, will be despatched as above on WEDNESDAY, the 2nd of December, at Daylight.For Freight or Passage, apply to DODWELL, OARILL & Co., Agents.
Hongkong, November 30, 1891. 2163

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI.
The Steamship *Glenly*, Captain Gasson, will be despatched as above on WEDNESDAY, the 2nd Prox., at Noon. This Steamship has superior Accommodation for Passengers, and carries a Doctor and Surgeon.For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, November 30, 1891. 2224

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Chrysanthemum*, Captain C. Gasson, will be despatched as above on THURSDAY, the 3rd Prox., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, November 30, 1891. 2220

FOR MANILA VIA AMOY.

The Steamship *Ysabel*, Capt. Garsworthy, will be despatched as above on THURSDAY, the 3rd Prox., at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, November 30, 1891. 2221

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Patensia*, Capt. A. C. Loggin, will have quick despatch for the above Port after her arrival here with the outward Mail.E. A. HEWITT, for Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, November 30, 1891. 2229

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship *Verona*, Captain F. H. Seymour, will leave for the above places on FRIDAY, the 11th December, at Noon.E. A. HEWITT, for Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, November 30, 1891. 2228

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on board by *Lading* for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship *ROSETTA*, Captain C. Gasson, with Her Majesty's Mail, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, 10th December, at Noon.Cargo will be received on board until 4 p.m. *Pancake* and *Spode* (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, during one week later than the ordinary direct route via Colombo. The will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. A. HEWITT, for Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 30, 1891. 2230

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 2nd day of December, 1891, at 3 p.m. at his Sales Room, Queen's Road,

Re T. KERR, Bankrupt,

THE STEAM LAUNCH

LIZZIE,

now lying at CAUSEWAY BAY;

AND

(Under Writ of Execution),

THE STEAM LAUNCH

KATE,

now lying at YAU-MA-TEE.

TERMS OF SALE.—Cash before delivery.

Said Launch to be at Purchaser's risk on

the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, November 30, 1891. 2218

PUBLIC AUCTION.

M. R. J. M. ARMSTRONG has received instructions to Sell by Public Auction, on the Premises at 3 o'clock p.m., on

MONDAY,

the 14th day of December, 1891,—

THE FOLLOWING

VALUABLE LEASEHOLD HOUSES, being Nos. 21, 23, 25, 27 and 29, ELGIN STREET, Victoria, Hongkong, and situated on SABACON L. and the Remaining Portion of Section A of INLAND LOT No. 120, as the same Premises are held for the residue of a term of 999 years, from the 25th June, 1849, subject to the payment of the proportion of the yearly Crown Rent, and the Performance of the Crown Covenants to be performed in respect thereof, and subject also to the existing Leases, Lettings and Tenancies thereof.

THE HOUSES will be SOLD in One Lot or Separate Lots at the option of the Vendor.

The Vendors are willing to let the Purchase Money remain with a reasonable margin on Mortgage of the premises sold with Interest at the rate of 1% per annum.

For Sale Plan, Conditions of Sale and further Particulars, apply to

MESSRS. WOTTON & DEAGON,

Solicitors for the Vendors;

MESSRS. PALMER & TURNER,

Architects;

or to

Mr. J. M. ARMSTRONG,

Auctioneer.

Hongkong, November 30, 1891. 2217

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Opational Cargo will go to Shanghai unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 3rd December, at 4 p.m.

All Claims must reach us before the 4th December, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2216

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

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All Claims must reach us before the 4th December, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2215

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Opational Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 4th December will be subject to rent.

No Fire Insurance has been effected.

Consignees requested to present all claim for damages and/or shortages not later than the 13th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2214

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Opational Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 4th December will be subject to rent.

No Fire Insurance has been effected.

Consignees requested to present all claim for damages and/or shortages not later than the 13th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2213

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Opational Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 4th December will be subject to rent.

No Fire Insurance has been effected.

Consignees requested to present all claim for damages and/or shortages not later than the 13th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2212

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Opational Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 4th December will be subject to rent.

No Fire Insurance has been effected.

Consignees requested to present all claim for damages and/or shortages not later than the 13th Prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, November 30, 1891. 2211

NOTICE TO CONSIGNEES.

STEAMSHIP PREUSSEN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed and stored at their risk into

Fleming (the Officer Administering the Government) to the Secretary of State, a copy of which he presented, would be laid on the table as soon as it was acknowledged by the Secretary of State, but, I suppose, owing to Mr. Fleming's departure, this was not done. It contained, chiefly I believe the recommendations of the hon. member opposite (Mr. Chater) in connection with the extension of the present gaol in preference to a new gaol.

His Excellency said there used to have been some little misunderstanding with regard to what actually happened in connection with that matter. There had been no committee appointed. The Secretary of State having received the despatch of Mr. Fleming and considered the same in detail, had given his opinion on both sides, wrote on the 21st November's despatch in reply, which had been laid on the table, showing that he was entirely in favour of a new prison as distinguished from the extension of the present one on its own ground. That decision was accepted by Sir William Des Voeux, who, in his previous letter on the subject had shown himself very anxious to avoid putting the colony to the great expense of a new gaol if it could be avoided.

In his despatch in reply to the Secretary of State Sir William Des Voeux said, his Lordship's instructions had been communicated to the Surveyor General, who was preparing detailed plans and estimates for the building of the new gaol. In reply to that his Excellency had received a despatch from the Secretary of State addressed to Sir William Des Voeux, dated 27th May, requesting him to call upon the Surveyor General to lose no time in furnishing plans and estimates for the new prison. Some time before that Sir William Des Voeux had conveyed these instructions to the Surveyor General, and had instructed him to select a site. The Surveyor General, who had previously expressed his entire concurrence in the selection of the Bonham Road site, made many years ago, and still to him (Major-General Barker) that a few of the officers who would have to deal with the prison should be associated with him to see if there was any other site that would be more suitable. He (his Excellency) was anxious to hear if there were any other sites that could be suggested, and he appointed what he might call a departmental committee, consisting of the Surveyor General, the Acting Superintendent of the Gaol, the Acting Superintendent of Police and the Colonial Surgeon. Quite an strenuous impression had been formed with regard to what had been done. It had been described as a hush-and-corner proceeding, and of this which he was very anxious to avoid in everything. The original plan of the Bonham Road site was made in exactly the same way by Sir William Marsh, who, on the 9th of May, 1882, wrote to the Secretary of State that he, in company with the Acting Colonial Secretary, the Acting Surveyor General and the Colonial Surgeon, had visited the site proposed by Mr. Fries (who was then in England) in previous letter. The letter of Sir William Marsh to the Secretary of State went to say that apart from the drawbacks connected with the slope of the ground the site appeared a very good one, and that a better could hardly be found in the colony. What he (Major-General Barker) had done was only repeat what had been done by Sir William Marsh, who, apart entirely from the question of whether the present gaol should be extended or whether another should be obtained, I think the hon. member who put the question was probably not aware of this. Probably he thought that the committee was going to inquire into the question which had already been inquired into.

Mr. Whitehead—Exactly.

His Excellency said that question was not put before them at all. It was regarded as having been finally decided by the Secretary of State, whose very peremptory instructions were accepted by Sir William Des Voeux. His (Major-General Barker) was of opinion that although the site mentioned was an excellent one as regards health it was not so suitable as it was when it was selected nine years ago. Circumstances had altered since 1882, and the residential part of the town had extended in the direction of the site, so that instead of being away from the buildings of the city it was actually amongst them. Besides it had become a very valuable site and it seemed a pity to throw it away upon a gaol. He thought the Causeway Bay site was more suitable. He had heard it stated that Causeway Bay was very unhealthy. The proposal to extend the military out there seemed to point to a different conclusion. Not only on account of the proposal to put the gaol there, but for the benefit of the colony generally. I thought it well to have the site thoroughly investigated and set at rest. He therefore, in appointing the committee asked them to direct their attention to the Causeway Bay site as it was said to be to some extent unsatisfactory. The committee made a report objecting to the Causeway Bay site on sanitary grounds. He then called for further reports, one from Mr. McCallum, Sanitary Superintendent, and another from the resident engineer, to ascertain what ground there was for giving this bad name to Causeway Bay, and if there was any ground for the objection whether it could not be removed. The committee had been considering whether the Gaol should be built in the same way as the Secretary of State's instructions said it was to be carried out.

Mr. Whitehead—In answer to the question put by Mr. Whitehead as to whether the site selected ten years ago was suitable or not, he (Major-General Barker) said it was not suitable, and that it was not suitable because it was selected taking all things into consideration. With regard to the other part of the question, he thought that the Gaol should be built in the same way as the Secretary of State's instructions said it was to be carried out. It was only reasonable that the public should be informed, in fact the ratepayers were a right to know, how their money was being expended. The Acting Colonial Secretary said the subject had been discussed in Finance Committee, and the unofficial members had not been consulted and had been ignored entirely, and I thought that was not a proper course for the Government to take.

Mr. Whitehead—I think the Council is much obliged to you Excellency for the explanation you have made. I understand that the third reading of this bill should stand over for another week.

Mr. Whitehead—Before coming into Council, I was asked by two of the solicitors of the Colony to request the Excellency to allow the third reading to stand over until next Monday, as they had not had an opportunity of perusing the amendments inserted in the Bill. The unofficial members also had not had an opportunity of perusing them.

The Acting Colonial Secretary said the amendment was printed on slips at the bills in the possession of Hon. members at last meeting. However, the Government would agree to the postponement.

The resolution as amended was consequently adopted.

THE BUILDING ORDINANCE.

The Acting Attorney General—I understand there is some desire that the third reading of this bill should stand over for another week.

Mr. Whitehead—The bill was introduced into the Council by the Registrar General and Mr. Ho Kai, who said this bill was far too high.

It was agreed to make it one-tenth of the original and in no case to exceed one dollar.

Mr. Whitehead moved that private lighters and cargo-boats be exempted from taxation and regulation, on the ground that they did not pay for hire. They ought to be put on the same footing as private chaises.

The Acting Harbour Master said it was only reasonable that the public should be put on the same footing as private chaises.

Mr. Chater said the unofficials, to whom he was not a partner in the Finance Committee, wished to oppose what they had done.

The Acting Colonial Secretary said the subject had been discussed in Finance Committee, and the unofficial members had not been consulted and had been ignored entirely, and I thought that was not a proper course for the Government to take.

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THE ALLEGED LIBEL AGAINST
A SHANGHAI MEDICAL
PRACTITIONER.

The Dr. Jameson vs. Graham libel case was concluded in Shanghai on the 24th inst. The Jury returned a verdict for the defendant.

His Lordship—There will be judgment for the defendant with costs.

Mr. Wilkinson asked that costs should not be given against the plaintiff on the ground that a great deal of time had been set up in answer that had been abandoned at the trial, that defendant could have taken out a defendant, and if he had been successful, that would have obviated the expense of the trial.

Mr. Wainwright said he had abandoned nothing, whatever, and from the very beginning he had charged the plaintiff with nothing. He knew that in case in which it was laid down that because a defendant had not taken out a defendant he was to be saddled with the costs of the suit. Without letting the case go for trial, it was impossible for the defendant to know that evidence would not be brought to show that the words were used in a defamatory sense.

His Lordship said that although he had a feeling about the matter, he had no doubt; and he was afraid he must give costs against the plaintiff. He realized that Mr. Wainwright pointed out—that there were questions which must be settled by a jury, and that the case could not be stopped.

Why he (the Chief Justice) was very satisfied that there were certain portions of the answer which were injurious, such, for instance, as mentioning the second case. That, however, was not sufficient to enable him to change what he considered must be the rule in such cases as this. It was absolutely necessary that the case should come before a jury under the circumstances; the jury had decided to stop the plaintiff, and therefore costs must be given too. No doubt Mr. Wilkinson thought and his client had instructed him to that effect, that there had been an aspersion on the plaintiff's character; but that had been removed, and as far as he (the Chief Justice) could see, there had not been the remotest ground for making it.

RAUB.

Mr. Bibby was interviewed at Raub by a representative of the *Straits Times*. The following are extracts from the report of the interview:

"You bring with you 1,901 ounces of gold, Mr. Bibby; now apart from considerations of costs incurred in transporting, and other matters connected with the development of Raub, what should you say has been the real cost of obtaining that gold?"

"Well," said Mr. Bibby, "I should say that to obtain this gold, apart, as you say, from all other considerations, we have spent, say, 40% of its value. That is the extreme; certainly not more; possibly, considerably less. At the same time, of course, we have been carrying on work connected with the general development of the mine; 40% in the outside cost of getting the gold."

"Advertising to financial matters, Mr. Bibby," said our reporter, "do you consider that the twopenny call ad noticed by the Raub Company is sufficient?"

"Well," replied Mr. Bibby, "I can scarcely answer your question fully. The fact is, I scarcely know what the exact financial position of the Raub is. The twopenny call ad will be sufficient for all immediate requirements, of course, but what we get depends, I suppose, largely on the Bribians people. But I say, and I would like you to note it, that the prospects of the mine were never better. I have just felt my way steadily at Raub, and I can speak confidently. If the company puts in the electric installation as I have recommended, it will cost a lot of money; if they don't, we must be content to go on by hit."

"As to the general development of the mine, Mr. Bibby," asked our reporter, "is all going well?"

"Well, yes, I think so," said Mr. Bibby, "we have put down the new engine shaft in the western lode 110 feet. We intend this shaft to go pretty deep to test the deep ground. This of course is not an immediately remunerative work; still, it employs thirty-eight coolies and two white men. In the Raub Hole we are just commencing to extend our levels so as to have sufficient ground to work on. At Bukt Coman, a concession about 1½ miles from Raub we are at work, but of course the work is principally prospecting in old Malay workings and shows no immediate return. On the eastern lode the prospects are very good, but we can't do much by reason of water. Two or three wells will arrive shortly, however, calculated to draw, 20,000 and one-half 30,000 gallons per hour."

"How much head of steam could you keep going, if you had them, Mr. Bibby?"

"I would say," he replied, "I hope eventually to use four or five hundred going. It is simply a question of opening up the mine, the staff is there right enough. At Bukt Jelisi now we have three or four hundred tons of stuff lying useless because of the trouble of taking it to Raub. The mines never had better prospects than it has now."

"Our expenditure up to the present has been \$113,000, and including the present gold, the mine has yielded \$108,000. We have paid \$4,528 to the Pahang Government as royalty, and it would be to the interest of that Government to assist us in any way possible. If our capital was proportionate to our expenditure we could pay 100% Raub will pay in the long run."

"The six blocks of melted gold from Raub were exhibited at the Company's Office. Their estimated value is \$50,000 or thereby. The gold will be shipped by the Chartered Bank to London."

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADAM W. SPIES, American barque, Capt. H. Rowland—Shewar & Co.

ANON, Norwegian barque, Capt. A. Christensen—Kong Wing Tai.

G. H. WAPPEN, British barque, Captain P. Hanmer—Olinnes.

MARY STEWART, British barque, Captain George O. Thompson—Master.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LIBEL CASE of

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK AND OTHERS.

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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, OCEANUS, TUESDAY, DEC. 8. ASTORIA, THURSDAY, DEC. 31. BOSTON, SATURDAY, JAN. 23/92.

THE STEAMSHIP OCEANUS will be despatched for San Francisco, via and Yokohama, on TUESDAY, 8th December, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS, To San Francisco, Vancouver, Victoria, Esquimalt New Westminster, Port Town, \$225.00 sound, Seattle, Tacoma, Portland, O.

To Liverpool and London \$325.00 To Havre and Bremen \$336.00 Through Passage Tickets granted to England and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, November 23, 1891. 2123

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BHINDI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

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N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

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Merchant Vessels in Hongkong Harbour.

Extracts of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commanding at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Harbour *c*. The numbers 1 to 11, inclusive, indicate the distance of the vessel from the Naval Yard to Blue Buildings.

1. From Green Island to the G.W. Works.

2. From G.W. Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Office.

5. From P. and O. Office to P. and O. Wharf.

6. From P. and O. Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES & SEAMAN
WATER.

WHAMPOL.

Port Name. Flag. At. Remarks.

Alair Brit. bgs.

Aveche Brit. str.

China Brit. str.

Choyashib Brit. str.

Enshun Ghi. str.

Georgieta Amer. bgs.

Kinpo Ghi. str.

Peking Ger. str.

Swatow Gac. str.

Tai Yick Gac. str.

AMOY.

In port on November 21, 1891.

MERCHANT STEAMERS.

Benlied British

Sianh British

MERCHANT SAILING VESSEL.

Alice Mary Brit. bgs.

Anglo Indian Brit. bgs.

Anna Berthe Ger. bgs.

Augusta Ger. bgs.

Lucia Brit. bgs.

Valkyrie Brit. bgs.

FOOCHOW.

In port on November 20, 1891.

MERCHANT STEAMERS.

Ganta British

Palinurus British

SHANGHAI.

In port on November 20, 1891.

MERCHANT STEAMERS.

Anshin Maru Japanese

Brindisi British

Cass Chinese

Chintung Chinese

Ella British

Glengarry British

Haean Chinese

Irene British

Kiangfoo Chinese

Kin Ling Chinese

Kwang Lee Chinese

Matai French

Pao Hua British

Peking German

Pechawur British